



City of Cleveland  
Frank G. Jackson, Mayor

Office of the Mayor  
Cleveland City Hall  
601 Lakeside Avenue, Room 202  
Cleveland, Ohio 44114  
216/664-3990 - Fax: 216/420-8766  
www.cleveland-oh.gov

May 28, 2010

Ms. Aimee Storm  
U.S. EPA  
Office of Brownfields and Land Reutilization (MC-5105-T)  
1200 Pennsylvania Avenue, N.W.  
Washington, DC 20460

**RE: City of Cleveland, Ohio**  
**Application for USEPA Brownfields Area-Wide Planning Pilot Program**

Dear Ms. Storm:

The City of Cleveland, Ohio (City) is pleased to submit this application for a Brownfields Area-Wide Planning Pilot Program grant for \$175,000 to address critical planning needs for the City's Opportunity Corridor. The Cleveland Opportunity Corridor project is a planned \$380 million investment by the Ohio Department of Transportation (ODOT) to create a roadway that connects the interstate highway system to neighborhoods on the southeast side of Cleveland and to one of its largest employment centers, University Circle.

At the center of the roadway's proposed route is the focus area for this Brownfield Area-Wide Planning Program application. The area is comprised primarily of the Kinsman and Lower Buckeye neighborhoods, both of which suffer from disinvestment, deteriorating infrastructure and high poverty rates. These issues, compounded by a concentration of brownfield properties, have lead to a significant erosion of these once thriving neighborhoods. As a result of various industrial businesses closing or relocating outside of the City, the surrounding residential district has experienced urban flight, nationally recognized levels of foreclosures and a preponderance of vacant land.

Although ODOT has conducted community meetings and created project partnerships with local and regional governments and community groups, its main focus has been to determine where best to locate the proposed roadway. The Cleveland Opportunity Corridor project is the epitome of a regional public-private partnership, being guided by a Steering Committee comprised of local government officials, civic leaders, community development corporations (CDCs), local businesses and residents of the communities affected by the proposed project. Additional planning is critically needed to address issues related to redevelopment of surrounding communities (including 200 acres of underutilized land) and efficient management of brownfields after the roadway has been constructed. This grant will provide the City the ability to take this next step.

This grant is necessary for the City to actively engage community leaders, residents, and business owners in a planning process to develop a strategic area-wide plan for the redevelopment of their neighborhoods and communities beyond the roadway. This grant will be used to facilitate community involvement in the planning process through the utilization of the already established stakeholder group as well as to educate the community on associated health hazards related to brownfields in their neighborhoods.

The area-wide plan will focus on redevelopment of brownfield sites using the new roadway's substantial investment to create momentum and reinvestment for areas of the City that have experienced harsh economic downturns, by improving access to jobs, education and cultural institutions located in the community. Although this area has experienced substantial job loss, there are still a number of employment anchors, such as Micelli's Dairy and Orlando Baking, which are considering expansion plans that will be aided by the plans that result from this effort.

We believe the brownfield redevelopment plan for these communities will lead to a revitalized commercial corridor, access to jobs, reduced unemployment rates, increase in local tax base, improvements in public health, access to greenspace, enhanced environmental quality and repositioning of the City's Kinsman and Lower Buckeye neighborhoods as viable locations for both public and private investments -- allowing Cleveland's Opportunity Corridor District to reach its full potential.

**1. Applicant Identification:**

City of Cleveland, Department of Economic Development, Cleveland City Hall, 601 Lakeside Ave., Room 210 Cleveland, Ohio 44114

**2. EPA Assistance Requested:**

**a. Grant Funding:**

Brownfields Area-Wide Planning Technical Assistance in the amount of \$175,000.

**b. Agency Contract Support**

At this time, it not anticipated that agency support will be required to complete the area-wide brownfield redevelopment plan. The project team includes Partners Environmental Consulting, Inc. (Partners) who will be responsible for helping to educate the community about the effects of Brownfields in their neighborhoods, provide assistance in obtaining funding for completing assessment and cleanup of site, and provide risk-based strategies for the redevelopment of brownfield properties. However, Agency support and involvement is encouraged, as desired.

**3. Location:**

City of Cleveland, Cuyahoga County, Ohio

**4. Contacts:**

**a. Project Director:**

Mr. Robert N. Brown, Director, City of Cleveland, City Planning Commission, Cleveland City Hall, 601 Lakeside Avenue, Room 501, Cleveland, Ohio 44114, Phone: (216) 664-2210, Fax: (216) 664-3281  
Email: rbrown@city.cleveland.oh.us

**b. Chief Executive/Highest Ranking Official:**

The Honorable Frank G. Jackson, Mayor, City of Cleveland, Cleveland City Hall, 601 Lakeside Avenue, Cleveland, Ohio 44114, Phone: (216) 664-3990; Fax: (216) 420-8766, Email: dmivy@city.cleveland.oh.us

**5. Pilot Project Key Partners:**

- a. Mr. Robert Brown, Director for City of Cleveland Planning Commission, (216) 664-3467
- b. Ms. Tracey Nichols, Director of the City of Cleveland Department of Economic Development, (216) 664-3611
- c. Ms. Terri Hamilton-Brown, Project Director for Greater Cleveland Partnership, (216) 592-2258
- d. Mr. Paul Volpe, President of City Architecture, (216) 881-2444
- e. Mr. Dan Brown, President of Partners Environmental Consulting, Inc., (440) 248-6005
- f. Mr. John Hopkins, Director for Buckeye Area Development Corporation, (216) 491-8450
- g. Mr. Tim Tramble, Director for Burton, Bell, Carr Development, Inc., (216) 341-1455

**6. Date Submitted:**

June 1, 2010

**7. Project Period:**

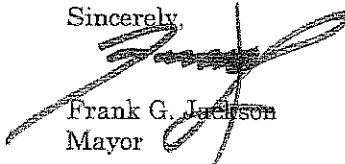
The anticipated project timeline is 6 months after the grant award. The proposed timing will allow the City to best coordinate with the Cleveland Opportunity Corridor transportation / infrastructure planning process.

**8. Proposed Pilot Project Area:**

The Cleveland Opportunity Corridor Brownfields Area-Wide Planning Technical Assistance Project is located in the southeast neighborhoods of Cleveland, Ohio. The study area focuses on the central portion of the proposed three (3)-mile roadway. The pilot study area is bounded by East 73<sup>rd</sup> Street (western border), railroad tracks (south and eastern borders) and Woodland Avenue (north border). The borders encompass 0.67 square miles (425 acres) of land and represent approximately 21% of the total Cleveland Opportunity Corridor Project "Project Impact Area" (3.15 square miles). The area contains potentially 200 Brownfield sites. The population of the area and its immediate surrounding neighborhoods is 3,141 people (2000 Census). According to the census, the Lower Buckeye and Kinsman neighborhoods have poverty rates of 34% and 60%, respectively. These rates are significantly higher than the City of Cleveland and Cuyahoga County.

Thank you in advance for your time and consideration of this proposal.

Sincerely,



Frank G. Jackson  
Mayor

*Enclosures: Brownfields Area-Wide Planning Pilot Program Grant  
Application proposal and attachments*

### **Threshold Criteria**

1. **Applicant Eligibility:** The City of Cleveland (City) is a duly executed and chartered Ohio municipal corporation and as such, is "general purpose unit of local government" as defined pursuant to 40 CFR Part 31.
2. **Location of Proposed Pilot Project:** The study area focuses on the central portion of the proposed three (3)-mile roadway corridor that will connect the southeast side of Cleveland to the east side. The pilot study area is bounded by East 73<sup>rd</sup> Street (western border), railroad tracks (south and eastern borders) and Woodland Avenue (north border). The borders focus on 0.67 square miles (425 acres) of land and represents approximately 21% of the total Cleveland Opportunity Corridor Project "Project Impact Area" (3.15 square miles). Based on a review of data provided by the Ohio Department of Transportation (ODOT), the project area may contain as many as 200 Brownfield sites.
3. **Applicant Involvement in an Existing, Inclusive Area-Wide Planning Process for the Brownfields-Impacted Area:** The history of the brownfields area-wide planning partnership is a combination of informal agreements with the City, Greater Cleveland Partnership (GCP) and Community Development Corporation (CDC) partners. Local ordinances were used to create partnerships with our private partners (City Architecture & Partners Environmental), which are funded by the City. The Steering Committee was created as a formal partnership created by the Ohio Department of Transportation (ODOT) for the Cleveland Opportunity Corridor project and is funded by local Foundations, the City and ODOT. The Planning Pilot Program Partnership was developed in April 2010, as a recommendation from the Cleveland Opportunity Corridor Steering Committee. The Cleveland Opportunity Corridor Steering Committee is made up of residents, business owners, Community Development Corporations' leaders, local elected officials, and state officials that live or work within the project impact area and their role is to oversee and direct the community involvement process implementation throughout the project. The committee is comprised of 26 members. A list of the committee members is located in the narrative proposal (Section 3). Support letters from ODOT, the Northcoast Brownfield Coalition (administered by Cuyahoga County), and the Greater Cleveland Partnership are included in the attachment section following the narrative proposal.
4. **Proposal for Brownfield Area-Wide Planning Pilot Program:** This grant will be used to facilitate a process where residents, community leaders, and business owners work in conjunction with government leaders and developers to generate an area-wide plan which will guide redevelopment planning activities for brownfield properties associated with a major roadway construction project. Grant funds will not be used for assessment or cleanup activities related to brownfield properties within the project area.

### **Narrative Proposal – Ranking Criteria**

#### **1. Community Needs**

**Economical, social environmental impacts:** At the core of the roadway's route is the focus area of this Brownfield Area-Wide Planning Program. The area is comprised primarily of the Kinsman and Lower Buckeye neighborhoods where unemployment and poverty rates have greatly exceeded the City and County levels. As these communities have changed over the past half century, a once thriving industrial and surrounding residential base has been decimated by job loss, foreclosure and disinvestment. The approximate three-quarter square mile study area is currently afflicted with vacant land, severely blighted properties, and large expanses of empty lots that create disconnected neighborhoods and a sense of abandonment. Because of the past industrial use of many properties within the study area, remediation of brownfields is necessary to reposition this district as a viable commercial corridor. Companies going out of business or relocating, illegal dumping and declining property values have contributed to at least 29 known brownfields within the immediate pilot project area. The combination of high poverty, unemployment and vacancy rates within the area neighborhoods contribute to the lack of economic investment in the area.

2000 Census data reports the following demographic characteristics for the two neighborhoods in the study area:

Neighborhood	Poverty Rate*	Employment Rate*	Foreclosures	Vacant Parcels
	City of Cleveland = 26% Cuyahoga County = 13%	City of Cleveland = 89% Cuyahoga county = 94%		
Lower Buckeye	34%*	82%*	194 filings**	291 parcels (43% vacant)
Kinsman	60%*	60%*	187 filings***	673 parcels (59% vacant)

\* Block Group in 2000 Census

\*\* Jan. 5, 2005 – Apr. 30, 2010

\*\*\* Mar. 3, 2005 – May 13, 2010

The project's focus on these neighborhoods is part of an effort to address the residents of low-income communities. It has become well recognized that where we live, work and play impacts our health. Data indicates this population suffers more from negative environmental factors including poor air quality, poorly maintained homes, lack of healthy food options, and the lack of clean and safe green spaces such as parks and playgrounds

Although all of Cuyahoga County has been plagued by high poverty and unemployment rates, a large number of vacant, abandoned and underutilized properties, and a decreasing population, Cleveland has been hardest hit. The population decline in the City, specifically the Cleveland Opportunity Corridor communities is decreasing at a significantly higher rate (5.6 %) compared to the remainder of the City (5.2%) and County (1.4%). In 2000, the City had an unemployment rate of 11.2% compared to 6.2% and 5.1%, for the County and State, respectively. In Cleveland, 32.3% percent of families are living below the poverty line compared with 16.2% and 12.7% for the County and State, respectively. Residents in the City typically earn \$17,000 less than the State average and \$14,000 less per year compared to the County average.

The portion of population from the City that is 25 years and older that graduated from high school is 60%, but only 11.4% of the population has a college bachelors degree or higher. These rates are significantly below the State percentages. The lack of higher education limits the job opportunities available to the residents of the Cleveland Opportunity Corridor communities.

The percentage of minorities in Cleveland and in the Cleveland Opportunity Corridor communities is higher than in the County. Since 1990, the percentage of minorities residing in the City of Cleveland has increased at a higher rate than that of the County. Approximately 97.1% of the population in the pilot study is minority, compared to 51.5% for the City, 27.7% for the County and 14.0% for the State.

According to the 2008 Healthy Ohio Community Profiles - Cuyahoga County, sensitive populations in Cleveland appear to be disproportionately affected by health issues when compared to other members of the community. According to the survey, black men and women in the City are twice as likely to be obese compared to white men and women. In general, black Americans have a higher prevalence of high blood pressure, heart disease, and stroke compared to white Americans. Black women have the highest prevalence of diabetes, compared to all other race and gender groups. According to the survey, as of June 2008, nine communities in Cuyahoga County (including one community in the project area) were designated as Primary Care Health Professional Shortage Areas, which indicated that there are not a sufficient number of providers serving the area or population.

Children are also adversely affected by environmental problems. According to the Cuyahoga County Health Department, over 42% of children (15,435) in the City of Cleveland that were tested for lead were above

the County action level of 5mg/dl. In Cuyahoga County, 34% of children (23,091) tested for lead were above the County action level. Lead exposure can come from lead-based paint in the home, from soil that has been contaminated with lead, and from water that travels through lead pipes.

The vast majority of the City's brownfield sites are located in distressed, low income, inner city communities and neighborhoods inhabited predominantly by minorities. Based on the above information, minorities, children, and women are likely to be disproportionately affected by health and economic issues associated with Brownfield sites.

***Current Brownfield challenges related to demographics:*** Although Cuyahoga County is the most populous county in Ohio, in recent years it has experienced significant population losses. According to the US Census, nearly 128,000 residents have left the County between 1990 and 2000. In addition to the population loss, Cleveland (the largest and primary city of the County) has experienced some of the most devastating economic conditions in the Country. The economic downturn and subsequent population loss have left the City with a disproportionate number of brownfield properties. Cuyahoga County has approximately 250 brownfield sites, the vast majority of which are located in the City. This project's planning area is located in the heart of Cleveland's industrial area. Cleveland's Department of Economic Development is working to inventory brownfield sites; however, the economic crisis has added nearly 1,000 properties to the list of sites that need to be inventoried and assessed.

The City was traditionally the manufacturing and industrial center of the County and was surrounded by dense residential neighborhoods. Many of these former industrial sites have evolved into center city brownfields with no significant buffer between the brownfield site and the residential communities. Vacant and dilapidated buildings contain asbestos and lead-based paint, which after deterioration from exposure to the elements, present a danger to nearby residents. These properties are generally unsecured, allowing vagrants and vandals to enter the properties, further damaging asbestos containing building materials, polychlorinated biphenyl (PCB) laden transformers and capacitors and potentially spilling left over chemicals from past operations. Exposed contamination on surface soils may blow onto neighboring property or children may become exposed when playing on or near brownfield sites where community recreational space is lacking. Without viable owners to maintain the properties, many of these sites contain deteriorated structures, overgrown landscaping, and crumbling sidewalks, which are eyesores and safety hazards to those who live in the area and eventually result in fire hazards that can impact surrounding properties.

***Assistance will help current conditions:*** Strategic plans for redevelopment will create targeted areas for brownfield assessments and cleanup. Incorporating the location of brownfields into future planning activities will facilitate the assessment and rehabilitation of brownfield sites, which will in turn help minimize or eliminate exposure to environmental contaminants in the surrounding community, help establish safe and affordable housing for the residents, support the creation of commercial/industrial districts, and initiate much needed neighborhood urban gardens and recreation areas. The construction of roadways, rehabilitation of infrastructure and the resulting ancillary development that comes along with such investment into our existing communities are key elements in the team's planning objectives. Our process will help us make good judgments on how best to manage a brownfield site, affording us the opportunity to leverage risk management tools during redevelopment planning and implementation.

Using brownfield planning to revitalize residential neighborhoods and commercial corridors in the project area promotes walking and other healthy lifestyle changes, reducing obesity, diabetes and other public health risks. Residents will have choices to conduct more activities (shopping, going to work, etc.) without

using automobiles, thereby creating vibrant urban neighborhoods, which will reduce suburban sprawl and environmental degradation.

***Inability to draw on other sources of funding:*** The declining local economy has limited the ability of private entities to assess and characterize many of the brownfield sites. With low property values and declining interest from lenders, commercial developers, non-profit groups and business owners are not inclined to risk the cost of investigations of suspect properties. Further complicating the problem is the unprecedented shortage of commercial lending opportunities for potential developers and investors. Without financial support early, many of these sites have no prospect for even the first phase of assessment in planning for redevelopment and will continue to decay.

A lack of strategies for redeveloping brownfield sites makes municipalities, nonprofits, and private entities reluctant to move forward with redevelopment plans because of the financial risks and liabilities inherent in their redevelopment. Most of the City's brownfield sites are in poor, minority neighborhoods, where they have little or no prospect for redevelopment without public support.

The City's declining tax base means less money is available to fund even basic services. Therefore, peripheral programs, like community planning projects and environmental assessments and cleanup, have seen decreased funding. With no financial engine to drive projects forward in this depressed area, subsidy is needed to move projects forward. Further, proper planning is essential so that we can leverage publically driven projects, like the Cleveland Opportunity Corridor, to also address the brownfield problem by restoring value and potential to sites adjacent to the proposed roadway.

***Provide vital benefits to the community and region:*** The creation of a plan will help the project team prioritize development sites along the Cleveland Opportunity Corridor and work in securing funding in a tactical manner for analyzing and remediating the brownfields in the community. The public process will assist the project team in understanding which companies would be interested in locating along the new corridor based on services offered, industrial and economic sustainability and their outreach to hire local residents. As potential development yields are calculated, a residential density study will determine if new housing opportunities should be incorporated to further support neighborhood revitalization. The creation of redevelopment parcels adjacent to a new multi-modal roadway increases accessibility to and from sites via public transportation. The Cleveland Opportunity Corridor Project has identified the importance of incorporating new Greater Cleveland Regional Transportation Authority (GCRTA) bus routes and strategic placement of transit waiting environments along the corridor to serve residents and employees. Fixed-rail Rapid Stations will continue to be reconstructed along the corridor's route. This strong connection to the overall transit system will provide a larger population with access to destinations within the area.

Remediation of brownfield sites within the study area will lead to the creation of large development parcels that are currently lacking within the City. Initial planning studies have identified locations where smaller properties may be consolidated to establish large-scale development properties. These sites offer redevelopment opportunities that can be marketed to businesses that would have previously developed land outside of the City.

The Cleveland Opportunity Corridor Project has begun to study the incorporation of sustainable infrastructure initiatives with previous planning work. The planning team proposes to incorporate a myriad of sustainable measures into the Community Supported Area-Wide Plan, including an overall planning directive of creating a sustainable district. This includes a well-balanced land-use strategy, creating relationships between users and businesses, establishing design guidelines that foster maximum

development and working with local business to retain and expand their campuses within the study area. The retention of successful businesses and the reuse of roadway networks, where possible, will decrease the impact on the City's overburdened infrastructure system. As land is redeveloped and new traffic patterns are established, the treatment of residual land is critical to create an environment that is functional, appropriate for anticipated uses, sustainable and beautiful. Sensitive and smart planning with the pilot program will integrate open green space offering opportunities to create a 21<sup>st</sup> Century mixed-use district, organized and synthesized by functional, creative and "green" infrastructure initiatives that will support and enhance future development. Public open space will be planned in concert with private redevelopment sites to form parks and recreational zones in key locations increasing the value of the overall plan.

**Community Investments and Collaborations:** The team is committed to creating a plan which provides realistic strategies for redeveloping brownfields in the project planning area. In order for the project plan to succeed, local investments by the City and County will be required to facilitate assessment, cleanup, and reuse of these properties. The Northcoast Brownfield Coalition (NBC) comprised of the City, Cuyahoga County, and the Cleveland-Cuyahoga County Port Authority, was awarded a US EPA Assessment Grant. It is anticipated that the NBC will provide funding for Ohio EPA Voluntary Action Program (VAP)-compliant Phase I and Phase II Property Assessments. The Cuyahoga County Land Bank has also received an US EPA grant for assessments, which can be used as well. In addition to the County's assessment grant, they have a Revolving Loan Fund (RLF) available for assessment and cleanup of brownfield sites. The City and County have a variety of financial assistance programs available for private and not-for-profit groups, for property redevelopment projects, including funds for acquisition, assessment, clean-up, and property redevelopment. The Port Authority provides innovative business financing and assists economic development projects while helping to create and retain jobs in the region.

The Cleveland Opportunity Corridor Project team has held meetings with brownfield owners to understand their long-term plans for their site(s), answered questions on how the roadway will impact their property and discussed options on how business owners and the City can work collaboratively to secure funding for assessment and remediation. Previous meetings with two large successful businesses in the study area, Miceli Dairy Products and Orlando Bakery, have focused on their current sites and potential expansion plans. Because of the high concentration in the immediate areas surrounding their sites, brownfield remediation will create additional options for additions, site expansions and potential parking facilities to support these important businesses.

The City is a partner with the newly formed Cuyahoga County Land Reutilization Corp and the five neighborhood community development corporations servicing the Cleveland Opportunity Corridor community to leverage current budget dollars for the assessment of brownfield properties in the area.

A process to collect and organize environmental records for the City is presently underway to help save money and time in the future when contracting with environmental professionals for brownfield site assessments. In order to secure funding for brownfield site assessment, cleanup and redevelopment of the adjacent community, a plan must be clearly detailed to explain what the community is working to develop and how the development connects to local and regional economic development efforts. The Pilot Program will be another step forward in strengthening the City to be prepared to compete for state and federal brownfield funding.

## 2. Area-Wide Planning Pilot Project Description

**Advancing ongoing planning process:** The funding secured for the project to date is limited to the transportation planning and design of the Cleveland Opportunity Corridor Project. The corridor's purpose and need has been studied previously by the ODOT, the City and local CDC's. Initial planning studies date back more than three decades as shifts in property values and industrial activities began to negatively impact the surrounding neighborhoods. Recent state-issued funding has provided necessary resources to engage with traffic engineers, urban planning consultants and community liaisons to develop a preferred alternative over the course of 6 years.

In 2004, ODOT retained a consultant team led by HNTB to conduct the Cleveland Opportunity Corridor Study. The study identified three primary needs:

- Improve mobility from the Interstate system to University Circle (medical/educational/cultural district)
- Improve access from the Interstate system to the Forgotten Triangle (residential / light industrial community that has suffered from significant disinvestment)
- Support community and economic development in affected areas

In working with local stakeholders and public officials, the Opportunity Corridor Study transformed into the Cleveland Opportunity Corridor Project as support grew and a sense of urgency developed. The initiative's mission evolved to include:

- Create transportation infrastructure to improve access to the southeast portion of the City and its eastern suburbs
- Connect University Circle to the Interstate system
- Support the revival/redevelopment of large tracts of vacant industrial brownfields and residential land
- Establish a focused Shared Vision Statement, draft planning principles and considerations for future design / development guidelines

In January 2009, Gov. Ted Strickland awarded \$20 million in federal stimulus money to advance the planning and design of the Cleveland Opportunity Corridor Project. Funding provided by The Greater Cleveland Partnership, The Cleveland Foundation and The Gund Foundation was used to secure a Project Director, Terri Hamilton-Brown, to serve as the civic liaison to ODOT District 12. Mrs. Brown's main directive is to oversee and coordinate all aspects of project development related to community engagement, economic development planning, securing private funding and coordinating public resources. In the summer of 2009, ODOT awarded \$10 million in Transportation Review Advisory Council (TRAC) funding in order to complete the full Preliminary Development Phase of the Project Development Process.

**Importance of facilitating and promoting community involvement:** The success of the Cleveland Opportunity Corridor will not be determined by the efficiency in which traffic moves along the corridor that connects I-490 and University Circle. The ultimate success of the project lies in the economic and community development generated by this immense public initiative. The pilot project area is in desperate need of private reinvestment and job creation to reclaim and reinvent this once prosperous district of Cleveland. A comprehensive public process must be utilized to best move forward and plan for the future.

The pilot program will increase community involvement opportunities by holding public meetings, identifying local stakeholders and soliciting comments from potential developers and investors to help develop a representative redevelopment plan. To date, the Cleveland Opportunity Corridor Project has conducted multiple Stakeholder, Steering Committee and Community meetings to best address issues, draft a shared vision statement and identify preliminary redevelopment sites. As the corridor project advances, the pilot

program can fold into planning and community discussions to best integrate private development into the public infrastructure design. Multiple roadway alignments are currently being studied to determine a preferred route that best supports redevelopment, allows and encourages existing facilities to expand, creates new connections to the district and restores important connections that have been severed over the years. The brownfield planning project will take advantage of relationships already established with CDC's, major stakeholders and other authorities and will be perceived as an extension of the project that is already underway. The Brownfield Area-Wide Pilot Planning project will provide a much needed balance between roadway planning and community redevelopment.

Area-wide strategies will be developed for the reuse of brownfield sites by creating a set of design guidelines to inform future planning and construction and overall master plans that identify their respective locations. Development patterns, urban design relationships, land-use planning, "green" infrastructure construction, best management practices and smart growth principles will maximize synergy between redevelopments. Public programs and educational elements will be incorporated into the plan. Community meetings and presentations which focus on sustainability will include information on infrastructure and extend to develop "how-to" guides that will help residents and businesses to "bring sustainability into their home or business".

The next step in the process is to utilize this grant to conduct the necessary planning for the areas beyond the roadway project. The resources needed to address the assessment and cleanup of brownfields will come from state/federal funds that are designated for such activities, further described in Section 6 & 7.

### **3. Leadership of an Inclusive Brownfield Area-Wide Planning Partnership**

The City, working collaboratively with its consultants City Architecture and Partners Environmental will facilitate the plan that addresses multiple issues and influences simultaneously. As strategic plans and redevelopment policies are conceived, seamless communication between the team will ensure proper risk management strategies for environmental remediation are best coordinated with planning initiatives. A Stakeholder Group will be identified and involved to discuss process and policies throughout the information gathering phase. Existing businesses will be engaged to provide pertinent information concerning their intent to stay, expand or remodel in the next few years that would have any impact on the planning of new development sites. Potential new businesses and investors will be added to the Steering Committee, and they will be invited to participate in the planning process.

***A well-organized partnership that represents the study area:*** The City, in partnership with the ODOT, is leading the Cleveland Opportunity Corridor Project. The City secured funding in 2009 through a grant from Living Cities to hire an in-house consultant to serve on the Opportunity Corridor Project Team, coordinate the activities of City Departments engaged in the development of the roadway and identify vacant and under-utilized brownfield properties that are most suited to large-scale redevelopment projects.

In January 2009, the City and ODOT appointed new members to the Cleveland Opportunity Corridor Steering Committee to provide guidance and direction to the planning process and project. The Cleveland Opportunity Corridor Steering Committee is made up of residents, business owners, Community Development Corporations' leaders, local elected officials, and state officials that live or work within the project impact area to oversee and direct the community involvement process implementation throughout the project. Their continued engagement into the Brownfields Area-Wide Planning Project will ensure that earlier discussions, initiatives, concepts and momentum will translate into the economic redevelopment planning process. The committee is comprised of 26 members:

**Terrance Egger**, President & Publisher, The Plain Dealer

**Jamie Ireland**, Managing Partner, Early Stage Partners

**Mayor Frank G. Jackson**, City of Cleveland

**Lt. Governor Lee Fisher**, State of Ohio

**Councilwoman Phyllis Cleveland**, Cleveland City Council, Ward 5

**Councilwoman Mamie Mitchell**, Cleveland City Council, Ward 6

**Councilman Tony Brancatelli**, Cleveland City Council, Ward 12

**Jim Rokakis**, Treasurer, Cuyahoga County

**Joe Roman**, President & CEO, Greater Cleveland Partnership

**Vickie Johnson**, Executive Director, Fairfax Renaissance Corporation

**Tim Tramble**, Executive Director, Burton Bell Carr Development Corp

**Marie Kittredge**, Executive Director, Slavic Village Development

**Chris Ronayne**, President & CEO, University Circle Inc.

**John Hopkins**, Executive Director, Buckeye Area Development Corp

**Harriett Applegate**, Executive Secretary, North Shore AFL-CIO

**Mark Barbash**, Ohio Department of Development

**Jolene Molitoris**, Director, Ohio Department of Transportation

**Joe Calabrese**, Executive Director, Regional Transit Authority

**John Anthony Orlando**, Executive Vice President, Orlando Baking Company

**Joe Lopez**, President & CEO, New Era

**Paul Lewis** – Fairfax Community Resident

**Peter Baszuk** – Slavic Village Community Resident

**Joyce Hairston** – Slavic Village Community Resident

**Joe Dennis** – Buckeye Community Resident

**Bob Chalfant** – University Community Resident

**Robert Lucas** – Kinsman Community Resident

Churches within the Kinsman and Lower Buckeye have agreed to help host community sessions during the Cleveland Opportunity Corridor Brownfields Area-Wide Project, similar to what they provided during past Cleveland Opportunity Corridor activities even though they are not official partners of the project. In addition, the Neighborhood Leadership Institute has expressed its support of the Cleveland Opportunity Corridor Brownfields Area-Wide Project, as they were recently awarded a CARE (Community Action for a Renewed Environment) grant by the EPA for educational planning.

#### **4. Performance Measurement: Anticipated Outcomes and Outputs**

##### **Outputs:**

The outputs of the Cleveland Opportunity Corridor Brownfields Area-Wide Planning Pilot program are:

- A coordinated development strategy that takes advantage of synergies created between transportation and city planning
- The City Planning Commission will hold meetings at least twice a year after the area-wide plan has been adopted with local CDCs and business owners to explain the progress of the plan implementation and seek input from the community regarding the on-going and proposed redevelopment activities.
- Create a list of funding opportunities available for environmental assessment and cleanup. The list will also include a list of funding opportunities available through the City and County for site redevelopment activities.
- Outline funding strategy to secure funds for the assessment and remediation of brownfields in the Cleveland Opportunity Corridor based on priorities identified
- Secure funding for the Brownfield assessments and remediation needed for the redevelopment sites of the Cleveland Opportunity Corridor

- Maintain and update the Area-Wide Plan map which identifies brownfield sites that have been remediated, sites where new development has occurred, and new greenspace areas. The map will be updated on an annual basis.
- Identify markets suitable for the redevelopment sites within the Cleveland Opportunity Corridor
- Review City and County employment statistics on an annual basis to verify the number of new jobs created for the project area.
- Determine if criminal activities have decreased in the neighborhoods by reviewing local police department crime statistics for the areas on an annual basis.

#### **Outcomes:**

The outcomes of the Cleveland Opportunity Corridor Brownfields Area-Wide Planning Pilot program are:

- Create a defined Community Supported Area-Wide Plan for the Kinsman and Lower Buckeye neighborhoods as it relates to the Cleveland Opportunity Corridor Project
- Establish a priority list that identifies specific zones and properties for remediation to best facilitate short term investment (from existing business) and build to achieve long term goals as set forth by the public process as part of the area-wide plan's proposed six-month time frame.
- Increase community engagement and participation in the Brownfield Redevelopment Plan for the Cleveland Opportunity Corridor by conducting at least four public meetings during the area-wide planning process.
- Conduct an inclusive community planning process that combines small-scale meetings with business owners and residents, design and site strategy charrettes with public groups and overall Community Meetings to solicit feedback, suggestions and desires shaping the area's future.
- Educate residents and business owners about the future economic opportunities that will potentially be available by Brownfield Redevelopment within the targeted neighborhoods. The City will create a means for residents and business owners to provide input to the planning committee if they cannot do so during the public meetings through surveys/questionnaires.
- Outline the necessary steps and resources needed to implement the area-wide plan. This list will be prepared and members of the pilot project planning committee will be assigned to each task. The committee will meet every two months to update the status.

### **5. Programmatic Capability and Past Performance**

The City's ongoing commitment to the Cleveland Opportunity Corridor combined with the expertise of City Architecture and Partners Environmental are in place to complete the area-wide plan. From 2005 – 2009, the City has successfully managed 91 brownfield assessment projects, securing a combined \$1.6 million and leveraging \$61.2 million on approximately 584 acres of land. These brownfield assessment projects have created 2,731 jobs and retained 1,049 jobs.

City Architecture and Partners Environmental were selected via a Request for Proposal process solicited by the City for their expertise and previous experience in brownfield remediation work, city planning and community involvement processes. City Architecture, a city planning / urban design / architectural firm, will facilitate the public involvement to create the community development plan. Their experience and familiarity with the neighborhoods, community planning process and Steering Committee position the team to proceed efficiently and effectively throughout the process. City Architecture has prepared and participated in key planning workshops for the corridor focused on alignments of the roadway, the character of the system as it passes through multiple neighborhoods, the critical role development plays to make this substantial infrastructure investment successful and the over-riding importance of strong community input and involvement in the corridor-wide planning process.

Partners Environmental has considerable experience with brownfield planning and community development. Specifically, Dan B. Brown chaired the Cleveland Neighborhood Development Corporation's (CNDC's) Industrial Committee for two (2) years. The City has frequently utilized this non-profit development corporation for community planning and development activities. Partners was also a member of the Greater Cleveland Growth Association's Infrastructure Task Force and Economic Development Network. These groups actively developed "best practices" plans for revitalization both within and beyond Cleveland. Partners' role will be to conduct roundtable discussions and make presentations as it relates to brownfields and associated environmental challenges, health risks and regulatory matters.

A continuing relationship will be strengthened with Terri-Hamilton Brown, the Cleveland Opportunity Corridor Project Director, Buckeye Area Development Corporation (BADC) and Burton, Bell, Carr, Development Corporation, Inc (BBC). Mrs. Brown's involvement will ensure a seamless extension of the transportation study into an economic development strategy, utilizing reclaimed brownfield sites. BADC's and BBC's involvement with the Cleveland Opportunity Corridor Brownfield's Area-Wide Planning Program project will ensure the target area community is effectively engaged and communicated with throughout the project.

The planning team's working strategy is to fully integrate each partner into the decision making process and organize the planning process around public participation. Planning efforts in the past, of multiple scales, have involved a similar process. The City of Cleveland's Planning Department and Economic Development Departments will be heavily involved to ensure all planning directives are consistent with current City-Wide 2020 Master Plans for the affected neighborhoods. Development trends will be compared with projected land-use, and potential investors will be introduced to development parcel data with Steering Committee members identified to best represent the community's objectives. To best take advantage of the current Cleveland Opportunity Corridor Project, the area-wide development plan must be completed in a timely manner. The team has been involved with previous plans where deadlines must be met in order to secure funding, reports must be published to meet requirements and public meetings are held to maintain critical timelines and project schedules. The proposed partnership has demonstrated its ability to reach out to appropriate agencies, coordinate their comments and facilitate discussions that promotes the project's best interest. Part of this project's success will be judged on the strength of public-private relationships established. Previous work has included representatives from the private sector (residents, business owners and civic groups) engaging with public entities (municipal and state government agencies, neighborhood groups and non-profit organizations) to catalyze investment and redevelopment.

## 6. Resources

<b>Cooperative Agreement Budget</b>	<b>Task 1</b> Brownfield sites community planning	<b>Task 2</b> Consider area-wide redevelopment strategies	<b>Task 3</b> Infrastructure reuse and sustainable planning strategies	<b>Task 4</b> Develop a community supported area-wide plan	<b>Task 5</b> Next steps & resources plan	<b>Total</b>
<b>Contractual</b>						
City Architecture	\$21,000	\$27,000	\$20,500	\$35,500	\$11,500	\$115,500
Partners Environmental	\$13,500	\$6,500	\$5,200	\$23,800	\$5,500	\$54,500
<b>Noncontractual</b>						
Supplies / Travel	\$500	\$1,500	\$500	\$2,000	\$500	\$5,000
<b>Total EPA Funds</b>	<b>\$35,000</b>	<b>\$35,000</b>	<b>\$26,200</b>	<b>\$61,300</b>	<b>\$17,500</b>	<b>\$175,000</b>

### ***Task 1 – Brownfield Sites Community Planning***

This initial step of the planning process will focus on collecting, synthesizing and interpreting brownfield data through the use of existing resources. ODOT and the City have previously identified suspected properties and will provide a list of permanent parcel numbers in the study area that will be mapped. In addition to gathering data from government agencies, the planning team will seek public input through a series of meetings and surveys. A key aspect of this early community involvement will be to educate the community members as to what a “brownfield” entails and where they are most likely located, based on land-use (both current and historical). With this information, the community will be better prepared to shape planning directives and decisions by relating where past industrial uses, commercial operations (gas stations, dry cleaners, etc.) and other potential brownfield contributors were once located within the district. The planning team will gather and organize all information and will develop strategies to evaluate brownfields in the area.

### ***Task 2 – Consider Area-Wide Redevelopment Strategies***

After the criteria/strategies for brownfield treatments are set in Task 1, the planning team will utilize an intense public involvement process that will define “what next steps must be taken to achieve goals set forth by the community?” The planning team will create appropriate workshop sessions to best extract audiences’ ideas through the use of break-out groups, charrettes and surveys. The community involvement approach will include meetings/symposiums with residents and business owners. With this information, the planning team will create initial redevelopment strategies that will guide future planning decisions.

### ***Task 3 – Infrastructure Reuse and Sustainable Planning Strategies***

The pilot project’s urban setting creates prime opportunities to reuse existing systems or update outdated or failed infrastructure. Planning principles will take advantage of the public transportation network that surrounds the study area by making connections to the regional bus route system (routes are planned on the new corridor) and existing fixed-rail Rapid service. Sustainable guidelines will be developed to minimize the new development’s impact on the infrastructure system. Storm water management, the creation of cleaned permeable open space and other “green” initiatives will be included to reduce the need for new utility systems. Where possible, the reuse of roads and utilities will be promoted to lessen public investments for redevelopment projects. Ultimately, the strategies set forth by this Task will begin to estimate which infrastructure improvements will be required to update existing systems from their current capacities to what will be required to support the future conditions.

### ***Task 4 – Develop a Community Supported Area-Wide Plan***

This critical task will represent the community driven strategies through a series of illustrated plans. Redevelopment opportunities created and supported by the Cleveland Opportunity Corridor will include expansion zones / sites for existing businesses and institutions, the redevelopment of existing parcels and the potential large impact that the clustering of sites could yield. It is anticipated that many or all of the large-scale sites include brownfield properties. Showing the expanded possibilities created by this reclaimed land will help redefine and reposition these communities for the future. Finally, the series of overall maps, their associated statistics and potential development yields will be presented to the public to solicit feedback and commentary.

### ***Task 5 – Next Steps and Resources Plan***

This pilot project will establish the necessary framework to continue and advance redevelopment initiatives along the Cleveland Opportunity Corridor. A comprehensive strategy will be developed to pursue other sources of funding. Additionally, the planning team will work with the community and City to set several objectives and priorities including:

- Identifying which properties should be cleaned for immediate / initial re-use

- Prioritize properties that should be acquired by the City or County Land Bank that provide / expand areas for future redevelopment
- Prioritize locations / sites for private investments that will establish momentum, show continued investment or set the stage for future development projects within the district

## 7. Leveraging

**Leveraging of Other Resources:** The brownfields planning process for the Kinsman and Lower Buckeye neighborhoods will work in concert to help create the final Cleveland Opportunity Corridor development plan. ODOT is committing over \$20 million to the transportation planning process with their evaluation and assessment of properties in various potential routes that make up the Cleveland Opportunity Corridor. Similarly, the City has secured \$90,000 through a grant from Living Cities to support the planning activities of the Cleveland Opportunity Corridor. Already, private foundations including The Greater Cleveland Partnership, The Cleveland Foundation and The Gund Foundation have invested over \$100,000 to support the work of the Cleveland Opportunity Corridor Steering Committee which is tasked with the management of the community involvement processes that shape the project. These specific resources will all be leveraged by the award of this grant. Since none of those programs specifically address the management of brownfields in the planning process, this grant will fill that gap, resulting in the holistic management of brownfield, construction, community involvement and municipal needs.

In order to ensure the successful planning and plan implementation for the community's brownfield sites, the City will work with other City Departments, the County, state agencies (ODOT), local CDCs, the Federal Government and private investors to obtain financing for the redevelopment plans. The State of Ohio has the Clean Ohio Fund Program, Job Ready Sites Program, the Community Development Finance Fund Predevelopment Program and the Community Development Finance Fund Development Program. These programs provide funding for projects that bring about improvement of neighborhood commercial areas through rehabilitation or construction of industrial, retail or office space.

The Cleveland-Cuyahoga Port Authority has been a major source of funding for redevelopment projects and has a variety of financing available to municipalities as well as private investors for future projects. The City will work with investors and developers to access funds that the City and County have available for redevelopment. The City also owns many parcels of vacant land within the focus area as part of its Land Bank and is holding these properties as part of a strategy to assist in the assemblage of redevelopment sites. The County's offices of Community Development, Economic Development, Brownfield Redevelopment, and Housing Development all have grants, loans, and financing available for various redevelopment plans, including programs to specifically address Brownfields. In addition to the other programs available, the State of Ohio administers one of the most successful brownfield assessment and remediation programs in the country. The Clean Ohio Fund, administered by the Ohio Department of Development (ODOD) in partnership with the Ohio EPA, is a major resource available for assessment and clean-up grants. Applicants can apply for grants up to \$3 million per site for brownfield assessments and remediation. In addition, ODOD also administers an existing Brownfield Revolving Loan Fund with funding from the USEPA. Both of these programs are designed to provide assistance for sites where remediation is necessary for redevelopment.

## Required Attachments

### Required Area-Wide Planning Partnership List

Participant	Organization	Phone Number	Anticipated Role
Terri Hamilton-Brown, Project Director	Greater Cleveland Partnership	216-592-2258	The role of the Greater Cleveland Partnership in relation to the Brownfield Planning Pilot Grant is to assist with the coordination of partners activities and work products
Robert Brown, Director	Cleveland City Planning Commission	216-664-3467	The role of the City of Cleveland's Planning Commission is to assist with the land use planning within the Cleveland Opportunity Corridor and community outreach
Tracey Nichols, Director	Cleveland Department of Economic Development	216-664-3611	The role of the City of Cleveland's Department of Economic Development is to assist with the brownfields redevelopment plan and funding strategy
Paul Volpe, President	City Architecture	216-881-2444	The role of City Architecture is to assist with the facilitation of the community meetings and developing the market study
Dan Brown, President	Partners Environmental	440-248-6374	The role of Partners Environment is to assist with the brownfields redevelopment plan and funding strategy
John Hopkins, Executive Director	Buckeye Area Development Corporation	216-491-8450	The role of Buckeye Area Development Corporation is to assist with the outreach to community members in the Lower Buckeye neighborhood
Time Tramble, Executive Director	Burton, Bell, Carr Development, Inc.	216-341-1455	The role of Burton Bell Carr is to assist with outreach to community members in the Kinsman community

### Milestone Schedule

The Brownfield Area-Wide Planning Pilot Program will be launched as quickly as possible to dovetail into the current Opportunity Corridor transportation planning project. Relationships with HNTB and City Architecture's previous work during earlier planning phases will allow the pilot program to have maximum impact on the roadway system as both efforts move forward. The corridor's route passes through multiple neighborhoods, each with its own identity, existing development patterns and character. Early discussions have determined the road's configurations will adapt to its immediate context along the route. The pilot program's master plan indicating site strategies, development patterns and building setbacks will better

inform the design of the transportation network. The overall Opportunity Corridor project's success must be conceived through a coordinated and balanced infrastructure and redevelopment plan. City Architecture will work to ensure each segment of the project is coordinated and can be designed simultaneously to maximize efficiency. This approach will create a short, but reasonable, project schedule that can be used to leverage and apply for additional funding. Below is the anticipated timeframe for the pilot planning project organized per task identified in section 6 of the narrative document:

***Task 1 – Brownfield Sites Community Planning (November, 2010 – December, 2010)***

- Collection / synthesis of existing Brownfield resources DATES (3 weeks)
- Prepare survey(s) to be distributed to residents and business owners prior to first Community Meeting DATE (1 week)
- Hold initial Community Meeting to discuss survey results / educational focus on brown fields (2 weeks)
- Planning team will develop strategies to evaluate brown fields (4 weeks)

***Task 2 – Consider Area-Wide Redevelopment Strategies (December 2010 – January 2011)***

- Create initial base maps showing known Brownfield locations (4 weeks)
- Tabulate and interpret results from surveys (1 week)
- Identify neighborhood groups / stakeholders and hold smaller scale / intimate discussion and work sessions (8 weeks)
- Organize all input and create land-use zones overlaid on the Brownfield base map to show public's comments / land-use preferences (4 weeks)
- Hold public meeting to present results from intimate meetings and receive comments relating to overall directives (3 weeks)
- Draft initial development strategies and planning guidelines (2 weeks)

***Task 3 – Infrastructure Reuse and Sustainable Planning Strategies (January 2011 – March, 2011)***

- Identify and map current transportation systems (transportation routes, railroad lines, etc.) (2 weeks)
- Develop sustainable planning directives and guidelines (2 weeks)
- Create preliminary development plans to study how site layouts, property consolidation, the locations of potential new roads and the incorporation of open space can reuse or replace existing infrastructure (8 weeks)
- Hold meetings with transportation authorities and engineer consultants to coordinate area-wide plan with roadway efforts (4 weeks)
- Compile statistics indicating land area, quantities of existing infrastructure to be repurposed or reused and potential open space acreage for sustainable uses (3 weeks)

***Task 4 – Develop a Community Supported Area-Wide Plan (March 2011 – May 2011)***

- Finalize development plans and create multiple overlays illustrating how different systems coordinate that impact site size, redevelopment yields, building setbacks, vehicular access and pedestrian movements (6 weeks)
- Create a series of illustrated planning / design guidelines that reflect community preferences to be utilized by future development and construction projects (4 weeks)

- Quantify development yields, open space areas, various improvements to the study area's infrastructure, potential job creation, investment opportunities and initial costs to prioritize and strategize efforts to attain additional funding (5 weeks)
- Roll out plan to the public with a Community Meeting to review the planning and public input process, show the reshaped Cleveland Opportunity Corridor's neighborhoods and receive final comments and suggestions (3 weeks)
- Organize all project information and create a final report, final mapping and public process data (survey results, comments during community meetings, etc.) (6 weeks)

***Task 5 – Next Steps and Resources Plan (April 2011 – May 2011)***

- Identify potential sources for additional funding for implementation of remediation of Brownfield properties (2 week)
- Prioritize sites for assessment and cleanup (2 weeks)
- Prioritize sites for acquisition (private or public (2 weeks)

**Letters of Support (3 PAGES)**

Attached are the following letters of support from ODOT, GREATER CLEVELAND PARTNERSHIP, NORTHCOAST BROWNFIELD COALITION

**Application for Federal Assistance (SF-424)**



# OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 12 • 5500 TRANSPORTATION BLVD. • GARFIELD HEIGHTS, OHIO 44125-5396 • (216) 581-2100  
TED STRICKLAND, GOVERNOR • JOLENE M. MOLITORIS, DIRECTOR • BONITA G. TEEUWEN, P.E. DISTRICT DEPUTY DIRECTOR

May 26, 2010

Mr. Robert Brown  
Director, Planning Department  
City of Cleveland  
601 Lakeside Avenue  
Cleveland, Ohio 44113

RE: Support Letter for City of Cleveland US EPA Brownfields- Area Wide Planning Pilot  
Program Opportunity Corridor – Grant Proposal

Dear Director Brown,

This letter is to express our support for the Opportunity Corridor project to be chosen for the City of Cleveland Brownfields- Area Wide Planning Pilot Program application. As the project co-sponsor with the City of Cleveland, the Ohio Department of Transportation believes that the Opportunity Corridor would create the transportation infrastructure necessary to support the revival and redevelopment of large tracts of vacant industrial and residential land within the project area.

For approximately the past four years, we have studied and proposed transportation route alternatives to improve access between our Interstate system and University Circle and activate underutilized vacant and deteriorated Brownfield sites found throughout the project area. In order to support this significant infrastructure investment, it is crucial that Brownfield remediation and development opportunities be identified to allow the Opportunity Corridor to act as a catalyst for growth, economic development and an improved quality of life for our region.

While we are in the process of designing this new roadway system, it is important to simultaneously consider the surrounding area's development potential to ensure that the Opportunity Corridor best serves this community. This grant will allow the project area rich in need and opportunity to achieve its maximum potential.

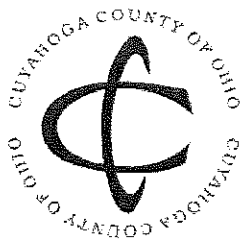
Thank you for your consideration.

Respectfully,

A handwritten signature in dark ink, appearing to read "D. Schiavoni", is written over a horizontal line.

Dale A. Schiavoni, P.E.  
Transportation Planning &  
Programs Administrator

C: file



COMMISSIONERS

Jimmy Dimora  
Timothy F. Hagan  
Peter Lawson Jones

May 20, 2010

Mr. Robert Brown  
Director, Planning Department  
601 Lakeside Avenue  
City of Cleveland  
Cleveland, Ohio 44113

RE: Support Letter for City of Cleveland US EPA Brownfields- Area Wide Planning  
Pilot Program Opportunity Corridor – Grant Proposal.

Dear Director Brown,

Cuyahoga County as the lead administrator of the North Coast Brownfield Coalition (Coalition) supports the City of Cleveland Brownfields-Area Wide Planning Pilot Program Application that will assist in the continued planning of the Opportunity Corridor project. The Coalition partners, Cuyahoga County, the City of Cleveland, and the Cleveland-Cuyahoga County Port Authority, have played a significant role in identifying this area as a prime development area in Cleveland and Cuyahoga County. As the lead entity in providing financial assistance to projects needing program dollars for site specific environmental assessment dollars, we are excited to support this effort as it help the overall picture in planning for the future re-use of industrial sites in Cuyahoga County.

This project will have a significant impact in bettering the lives of Cleveland residents. The redevelopment of this site along the proposed Opportunity Corridor will generate new job growth in the City of Cleveland and eliminate hazardous brownfield sites.

We commend and support Cleveland's initiative in exploring creative re-use development opportunities.

Sincerely,

James P. Herron  
Chief Development Officer  
Cuyahoga County Department of Development



June 1, 2010

Mr. Robert Brown  
Director, Planning Department  
City of Cleveland  
601 Lakeside Avenue  
Cleveland, Ohio 44113

RE: Support Letter for City of Cleveland US EPA Brownfields- Area Wide Planning Pilot Program  
Opportunity Corridor – Grant Proposal

Dear Director Brown,

The Greater Cleveland Partnership would like to express our strong support for the Opportunity Corridor to be considered for the City of Cleveland Brownfields- Area Wide Planning Pilot Program application to the United States Environmental Protection Agency.

The Opportunity Corridor initiative is of critical importance to the City of Cleveland's continued revitalization. As you know, the Opportunity Corridor Steering Committee is comprised of a diverse group of representatives from the private, civic and public sector working together to advance the project for the betterment of our residents, our city and region. The project has the potential to dramatically impact the economic vitality and quality of life throughout the Cleveland neighborhoods surrounding the corridor and will directly link the Interstate system with the Greater University Circle area, the fastest growing economical center in the region.

While this study has primarily focused on transportation planning to date, we believe it is also important to focus on the Opportunity Corridor's potential to stimulate neighborhood revitalization. Planning for the re-use of the property surrounding the corridor is the natural next step to creating a connective roadway. As a result, a significant amount of new development sites and redevelopment opportunities will be created along the length of the new corridor benefiting existing businesses and residents.

Thank you for your consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read "JDR", followed by a horizontal line.

Joseph D. Roman  
President and Chief Executive Officer

JDR:pjm

# Application for Federal Assistance SF-424

Version 02

*1. Type of Submission		*2. Type of Application		*If Revision, select appropriate letter(s):	
<input type="checkbox"/> Preapplication		<input type="checkbox"/> New			
<input checked="" type="checkbox"/> Application		<input type="checkbox"/> Continuation		* Other (Specify)	
<input type="checkbox"/> Changed/Corrected Application		<input type="checkbox"/> Revision			
*3. Date Received:		4. Application Identifier: City of Cleveland, Ohio			
5a. Federal Entity Identifier:			*5b. Federal Award Identifier:		
<b>State Use Only:</b>					
6. Date Received by State:			7. State Application Identifier:		
<b>8. APPLICANT INFORMATION:</b>					
* a. Legal Name: City of Cleveland, Ohio					
* b. Employer/Taxpayer Identification Number (EIN/TIN): 34-1344474			*c. Organizational DUNS: 798082137		
<b>d. Address:</b>					
*Street1: 601 Lakeside Ave., Rm 501					
Street 2:					
*City: Cleveland					
County:					
*State: Ohio					
Province:					
Country: USA			*Zip/ Postal Code: 44114		
<b>e. Organizational Unit:</b>					
Department Name: City Planning Commission			Division Name:		
<b>f. Name and contact information of person to be contacted on matters involving this application:</b>					
Prefix: Mr.		First Name: Robert			
Middle Name:					
*Last Name: Brown					
Suffix:					
Title: Director, City Planning Commission					
Organizational Affiliation:					
*Telephone Number: (216) 664-3467			Fax Number: (216) 664-3281		
*Email: rbrown@city.cleveland.oh.us					

**Application for Federal Assistance SF-424**

Version 02

9. Type of Applicant 1: Select Applicant Type: C. City or Township Government

Type of Applicant 2: Select Applicant Type:

- Select One -

Type of Applicant 3: Select Applicant Type:

- Select One -

\*Other (specify):

\*10. Name of Federal Agency:

Environmental Protection Agency (EPA)

11. Catalog of Federal Domestic Assistance Number:

66.814

CFDA Title:

Brownfields Training, Research, and Technical Assistance Grants and Cooperative Agreements

\*12. Funding Opportunity Number: EPA-OSWER-OBLR-10-05

\*Title: Brownfields Area-Wide Planning Pilot Program

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

City of Cleveland Neighborhoods Kinsmand and Lower Buckeye; County of Cuyahoga; State of Ohio

\*15. Descriptive Title of Applicant's Project:

Cleveland Opportunity Corridor Brownfields Area-Wide Planning Pilot Project

**Attach supporting documents as specified in agency instructions.**

# Application for Federal Assistance SF-424

Version 02

16. Congressional Districts Of: Ohio - 11th District

\*a. Applicant OH-011

\*b. Program/Project: OH-011

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

\*a. Start Date: 11/1/2010

\*b. End Date: 5/27/2011

## 18. Estimated Funding (\$):

*a. Federal	\$175,000.00	*d. Local	
*b. Applicant		*e. Other	
*c. State		*f. Program Income	
*d. Local		*g. TOTAL	\$175,000.00

## \*19. Is Application Subject to Review By State Under Executive Order 12372 Process?

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on
- ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☒ c. Program is not covered by E.O. 12372

\*20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)

☐ Yes ☒ No

21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)

☒ \*\*I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

## Authorized Representative:

Prefix: Mr \*First Name: Robert

Middle Name:

\*Last Name: Brown

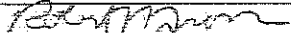
Suffix:

\*Title: Director, City Planning Commission

\*Telephone Number: (216) 664-3467

Fax Number: (216) 664-3281

\*Email: rbrown@city.cleveland.oh.us

\*Signature of Authorized Representative: 

Date Signed: 6/1/2010